

BRIDGES OVER THE HIGHWAY

The detail at the bridge is important in each of the four alternatives. In Alternatives A, C, and D, the horizontal banding of the road thickness at the bridge is expressed in the wall of the frontage road with the inclusion of a more patterned rail above that.

This patterned rail is punctuated at the bridge in Alternatives A and C to let light pass through it where traffic travels at lower speeds. The banding of Alternative B combines the level of the roadway with the protective rail to create a single horizontal element. At the bridge, this element continues across in its entirety.

CONSTRUCTION METHODS

In each of the alternatives, the section cuts of the bridge over the highway reveal the flexibility of the system as a whole. In Alternatives A, C, and D, the relationship of the bridge and the vertical pilaster of the retaining wall is visible and therefore needs careful planning to align properly with the cross streets. In Alternative B, the rail over the retaining wall is more flexible and alignment with cross streets is easier.



ALTERNATIVE A



ALTERNATIVE B



ALTERNATIVE C



ALTERNATIVE D

HIGHWAY OVER-PASSES

Each of the four alternatives is designed with respect to its interaction with the proposed landscape along the highway. The highway overpass demonstrates most clearly how each alternative responds to the varying topography inherent to highways. Alternative A stacks and slips at controlled points and contrasts with the slope of the road. Alternative B stacks and slips also, but its random pattern enables it to blend with the slope. Alternative C uses the random vertical element to create its own pattern, so that where a wall slopes, the pattern simply fades into the slope. Alternative D represents a cut through the land; thus it appears natural under any topographic condition.

CONSTRUCTION METHODS

The retaining walls of the highway overpasses for all of the alternatives are equally flexible because the starting point in each case the end of the bridge. The pattern in Alternatives A and C is stamped into the overpass to emulate the pierced tops of the walls adjacent to lower-speed traffic.

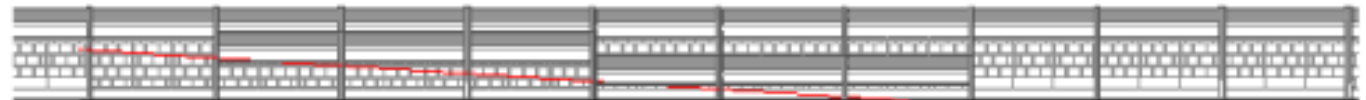
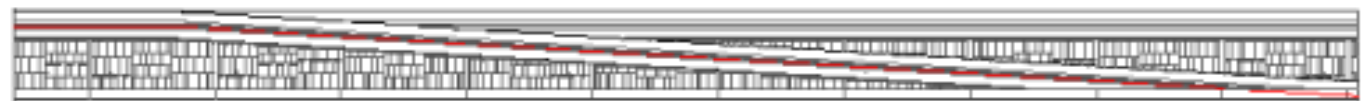
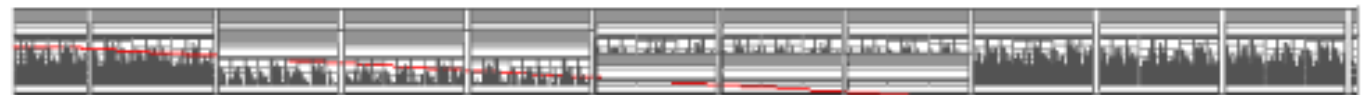
**ALTERNATIVE A****ALTERNATIVE B****ALTERNATIVE C****ALTERNATIVE D**

HIGHWAY RAMPS

In each of the highway ramps, retaining walls in two different planes converge to create the edge of the ramp. Often these two walls slope or undulate and the ramp has a contrary slope. In Alternative A, these walls are stepping at each vertical pilaster. The relationship to the top rail is consistent, while the relationship to the barrier at the road level varies. In Alternative B, the rail slopes and the relationship to the wall varies at both top and bottom. In Alternatives C and D, the top rail steps, but the undulating wall pattern seems to slope.

CONSTRUCTION METHODS

In Alternatives A, C, and D, the wall of the highway ramp steps up to the frontage road above. This provides a platform for signage at frequent intervals, making this a highly flexible solution. The panel patterns step orthogonally, maintaining their relationship to the rail above as it steps up the ramp. In Alternative B, however, slopes up the ramp over the top of the wall. Because the wall pattern is random, this combination works well.

**ALTERNATIVE A****ALTERNATIVE B****ALTERNATIVE C****ALTERNATIVE D**